

Figure 1: Metered Injection Pumping System for adding catalyst to fuel

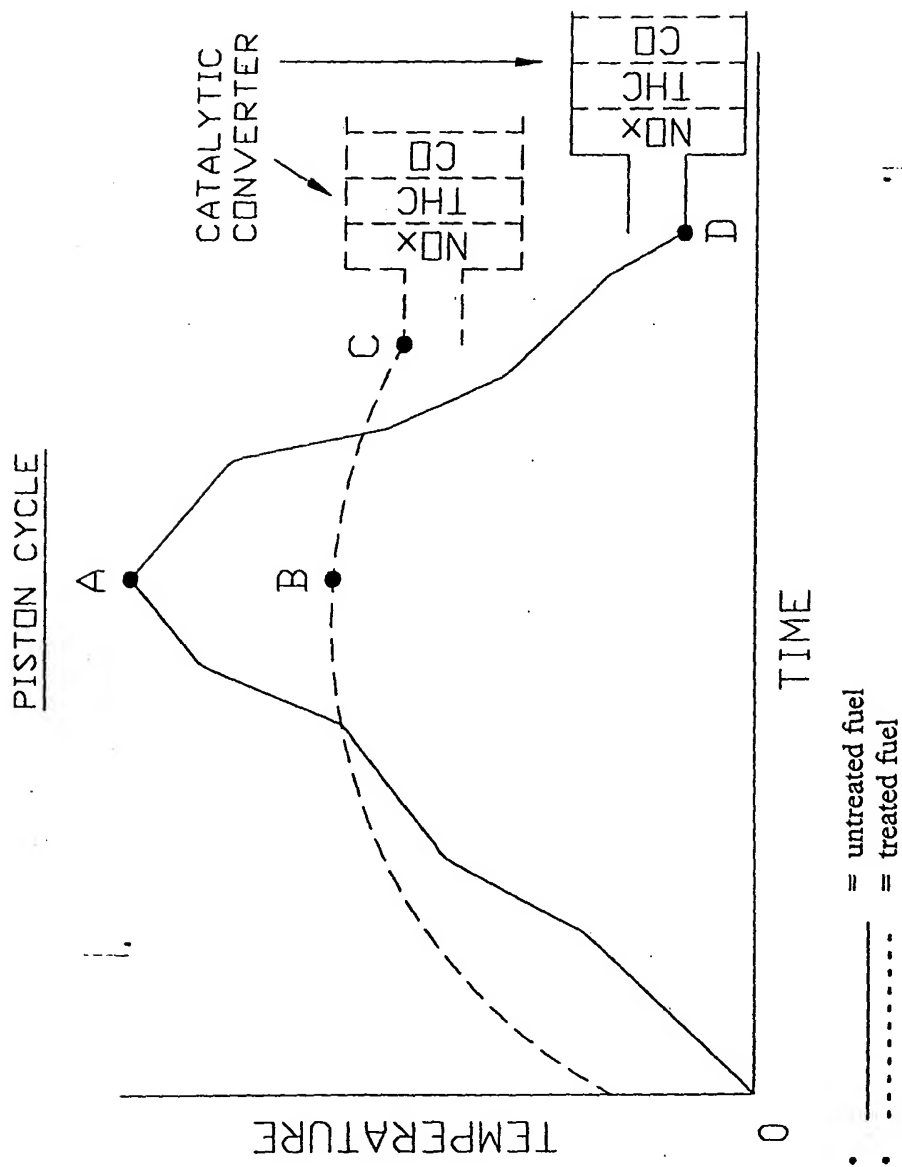


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

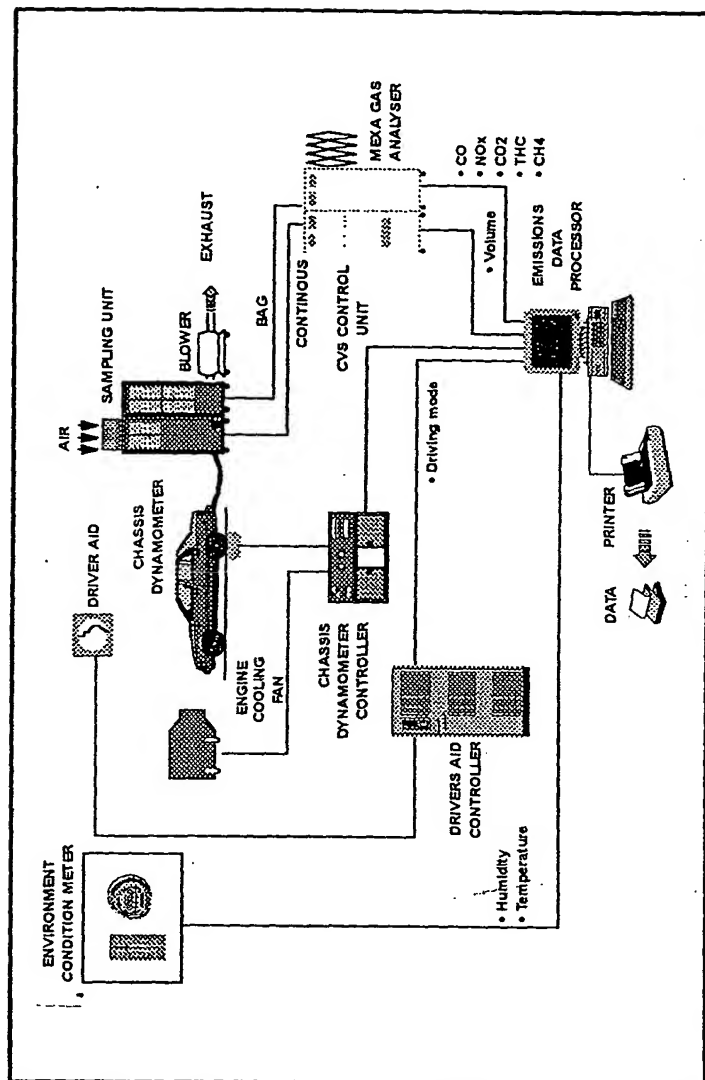


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

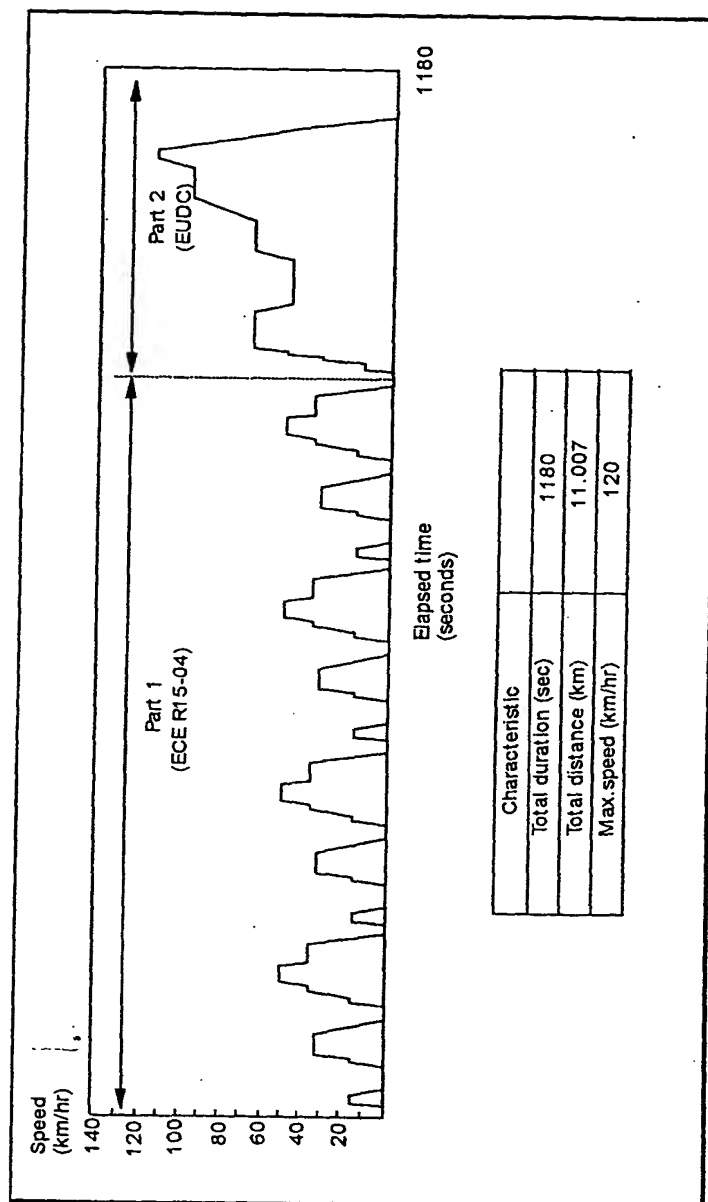
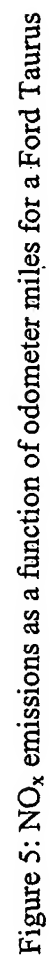


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle



63900 64000 64100 64200 64300 64400 64500 64600

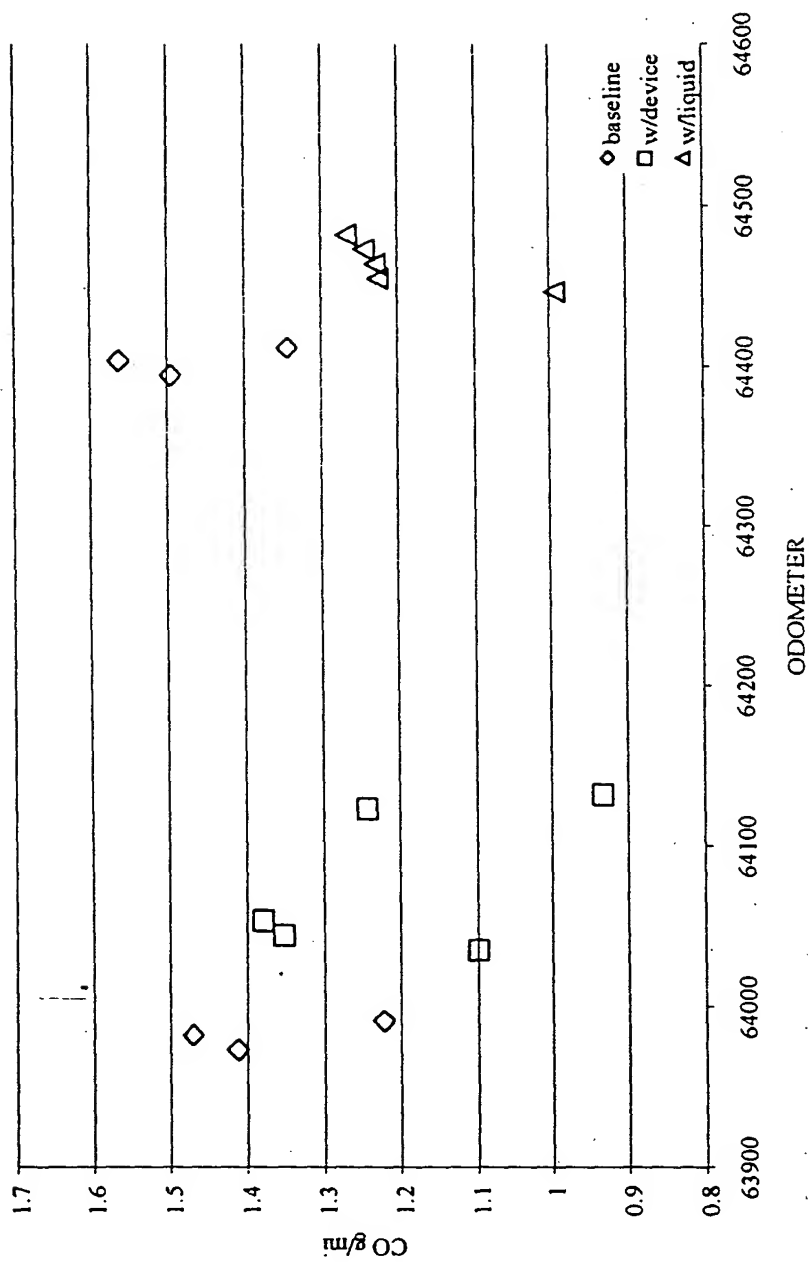


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

63900 64000 64100 64200 64300 64400 64500 64600

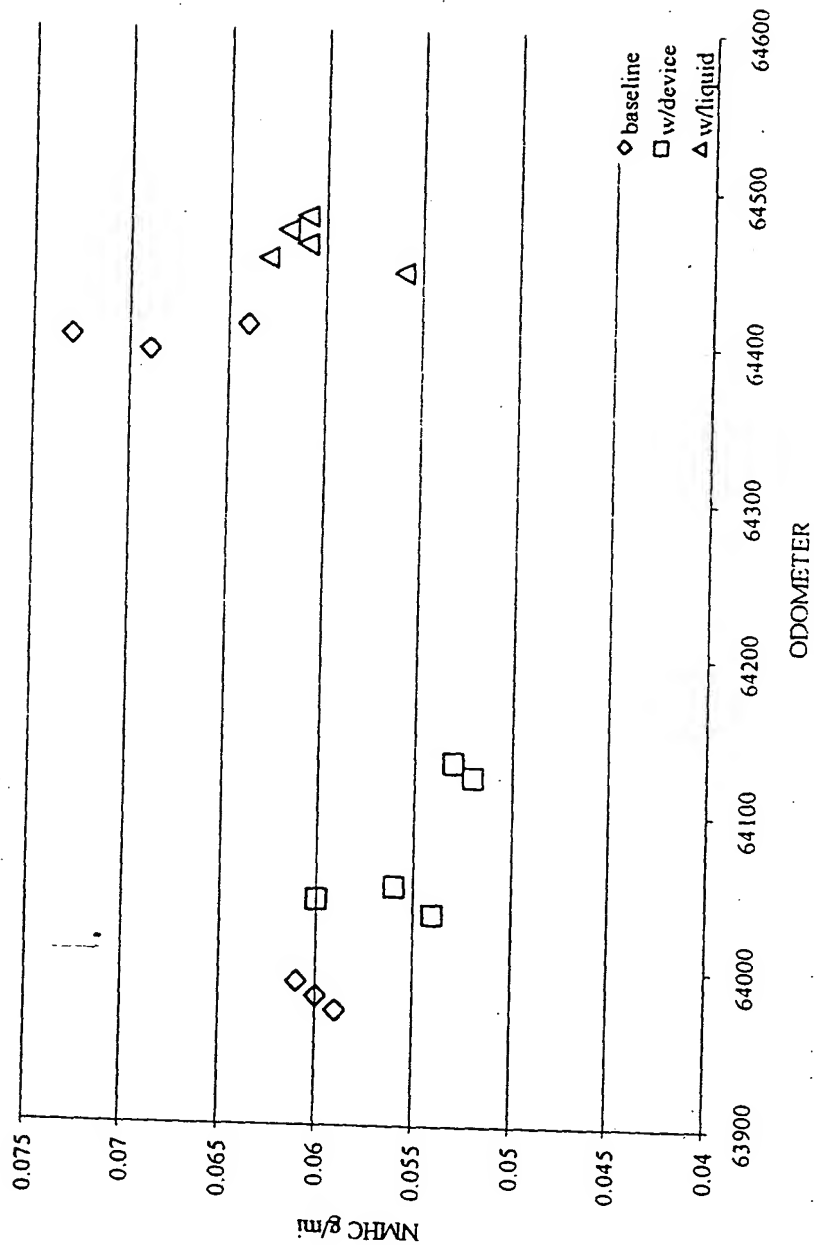


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

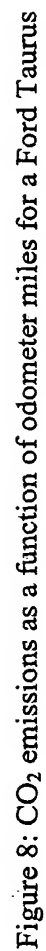


Figure 8: CO<sub>2</sub> emissions as a function of odometer miles for a Ford Taurus



20220220 20220220

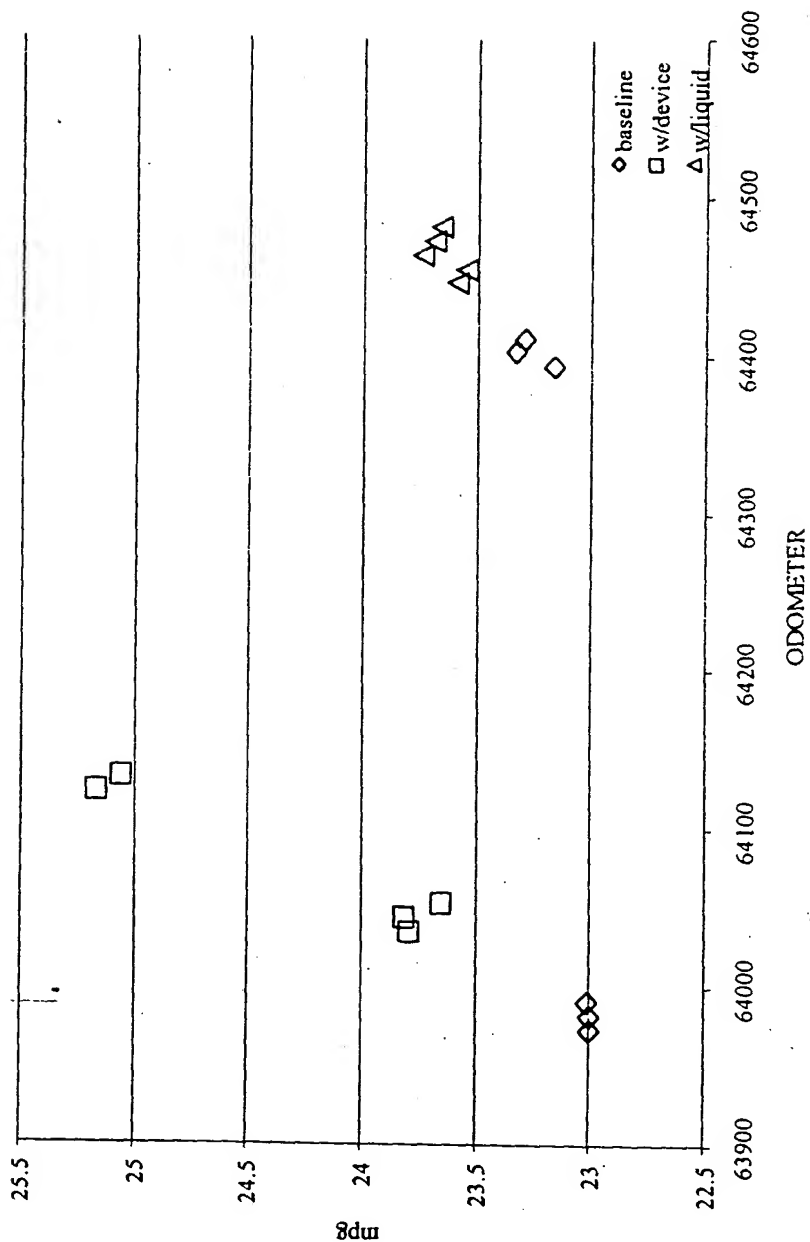


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus



CO emissions as a function of odometer miles for a Honda Accord

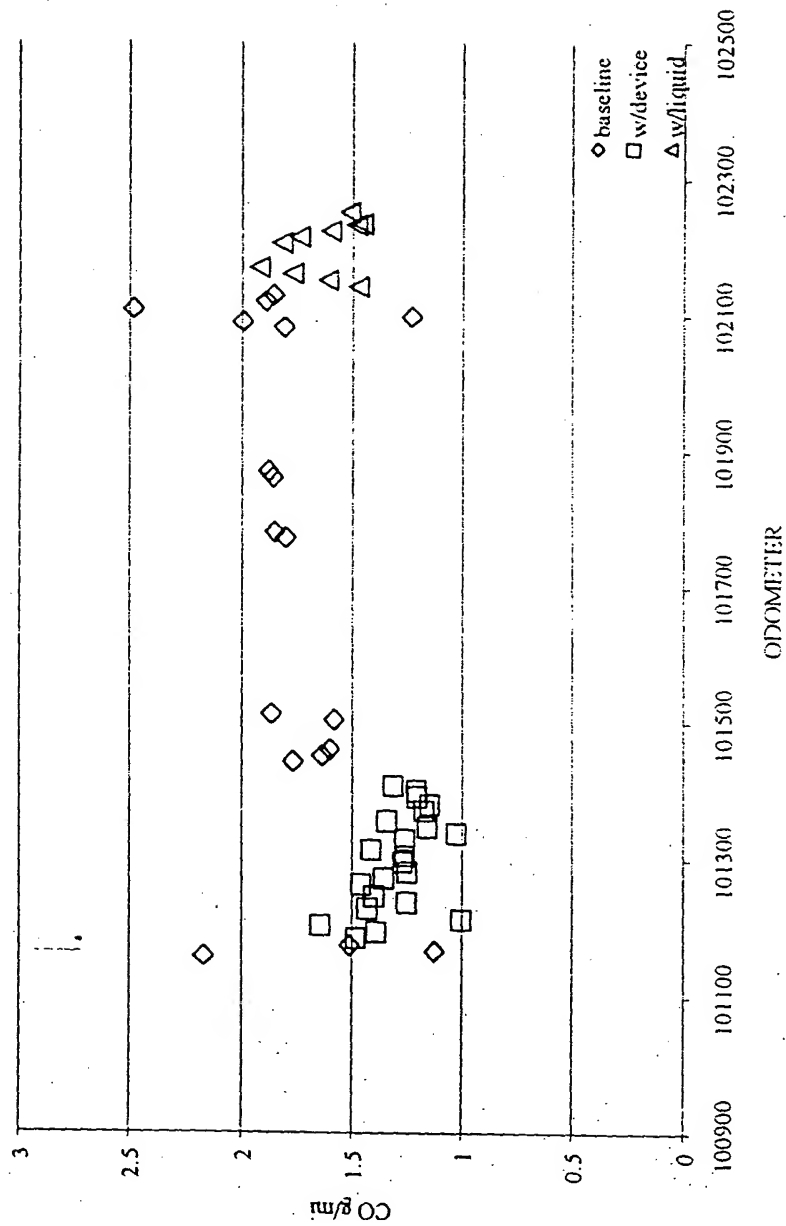


Figure 11: CO emissions as a function of odometer miles for a Honda Accord



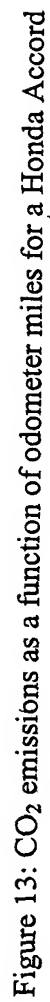


Figure 13: CO<sub>2</sub> emissions as a function of odometer miles for a Honda Accord

10000 10100 10200 10300 10400 10500 10600 10700 10800 10900 11000 11100 11200 11300 11400 11500 11600 11700 11800 11900 12000 12100 12200 12300 12400 12500 12600 12700 12800 12900 13000 13100 13200 13300 13400 13500 13600 13700 13800 13900 14000 14100 14200 14300 14400 14500 14600 14700 14800 14900 15000 15100 15200 15300 15400 15500 15600 15700 15800 15900 16000 16100 16200 16300 16400 16500 16600 16700 16800 16900 17000 17100 17200 17300 17400 17500 17600 17700 17800 17900 18000 18100 18200 18300 18400 18500 18600 18700 18800 18900 19000 19100 19200 19300 19400 19500 19600 19700 19800 19900 20000

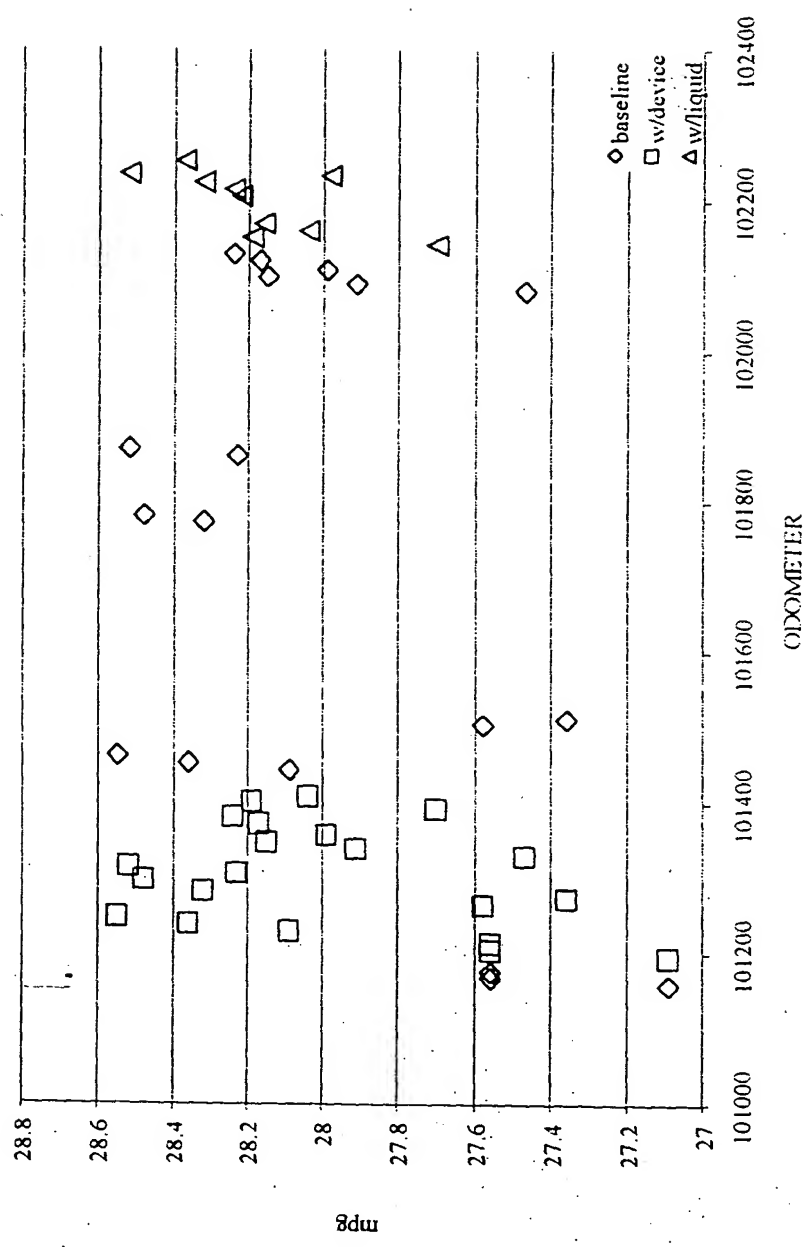


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

Shewhart Control Plot for NO<sub>x</sub> in the Honda Accord with the first three baselines excluded

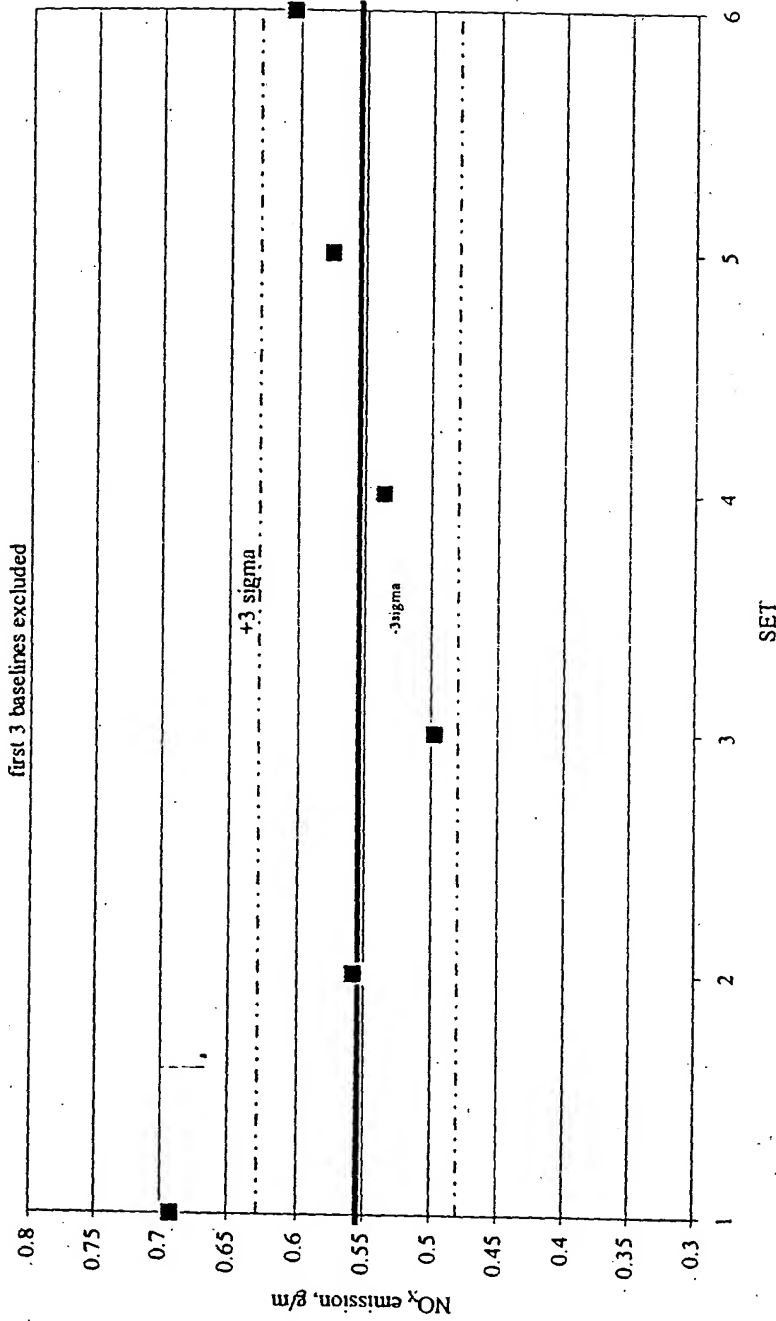


Figure 15: Shewhart Control Plot for NO<sub>x</sub> in the Honda Accord with the first three baselines excluded

CO emission, g/mi

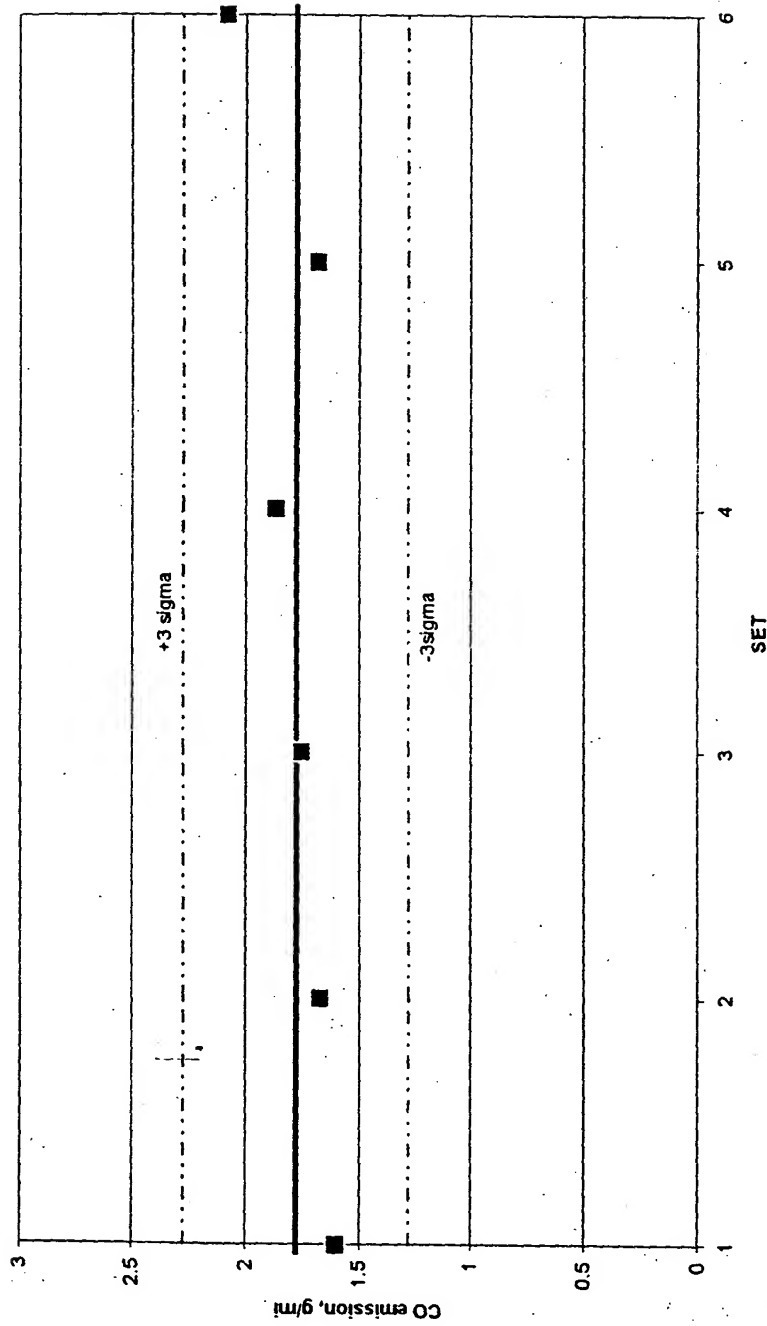


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded



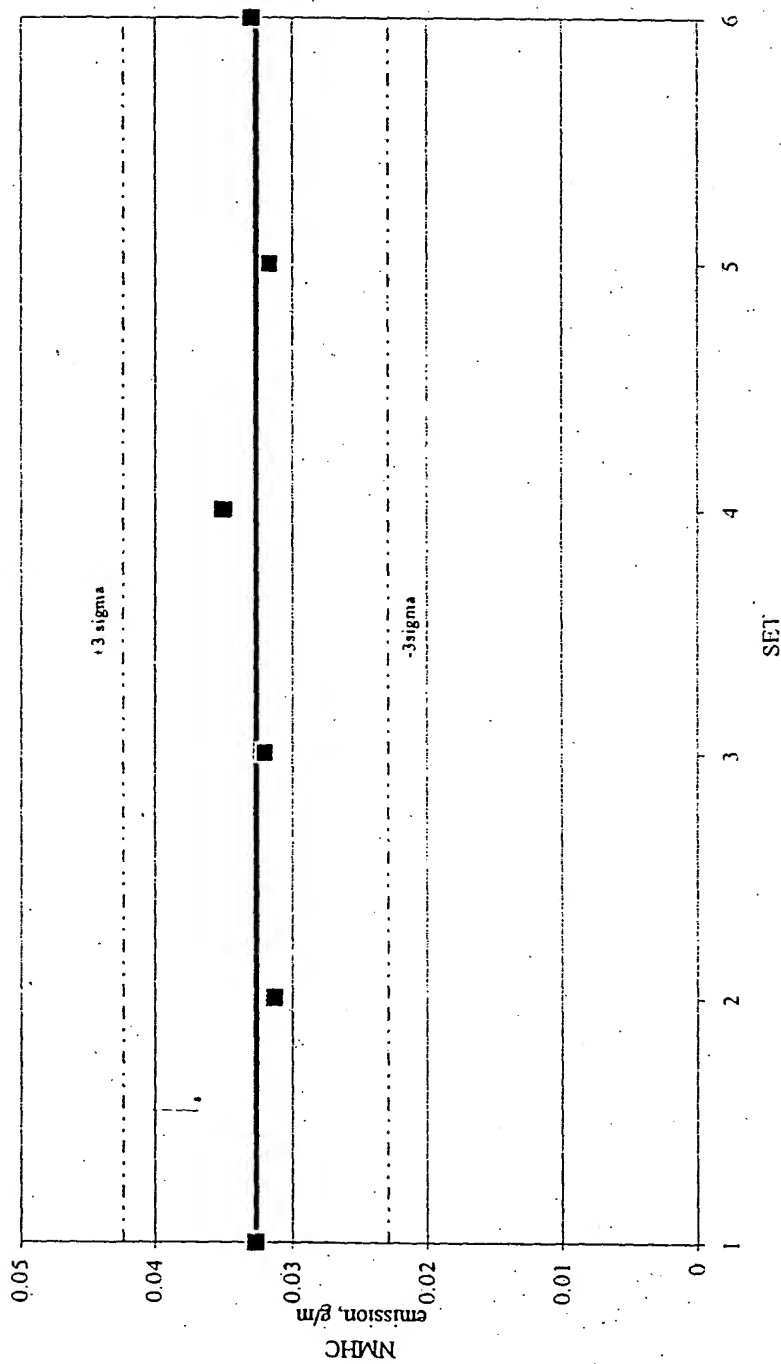


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

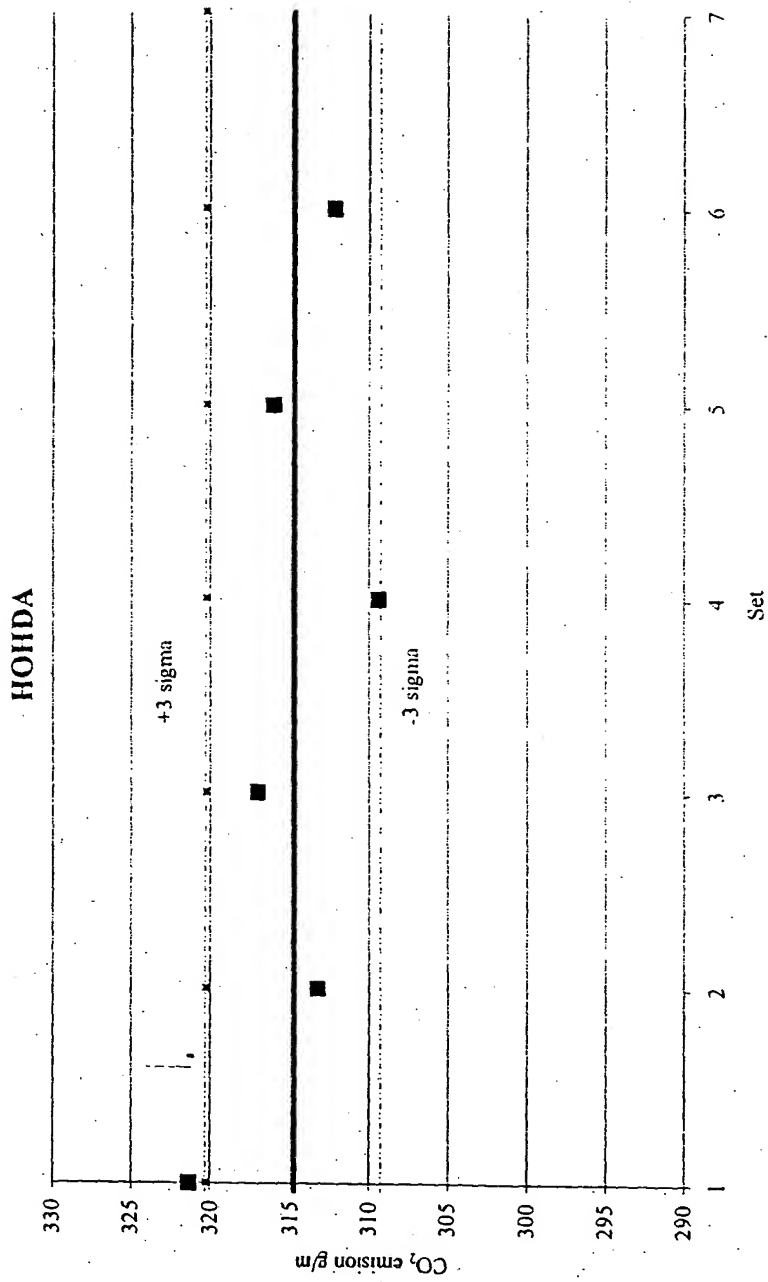


Figure 18: Shewhart Control Plot for CO<sub>2</sub> in the Honda Accord with the first three baselines excluded



